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Hongkong, 1st September, 1910. [a43]

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BIRTHS.

On the 4th September at Sawbridgeworth,
Herts, the wife of E. A. STANTON, of Canton,
of a son.

On August 9th, at Clapham, London, the
wife of J. E. LUCAS, of Shanghai, of a son.

On August 28th, at Shanghai, to Mr. and
Mrs. H. G. SIMMS, a daughter.

On August 28th, at Shanghai, to Mr. and
Mrs. J. M. TAVARES, a daughter.

On September 1st, at Shanghai, to Mr. and
Mrs. CECIL SIMPSON, a daughter.

MARRIAGE.

At Singapore, on August 28th, WALTER
NEIL MASTERTON, R.N., Government
Marine Surveyor, Singapore, to MARY MAR-
SHALL, of Edinburgh.

HONGKONG OFFICE: 10A, DES VUEX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 7TH, 1911.

The various Committees who control
the affairs of the Seamen's Institute,
the Soldiers' and Sailors' Home in
Hongkong, and the new Kwong, Wa
Hospital at Yaumatei have good reason to
rejoice over the decision reached at the
meeting in the City Hall on Tuesday
evening, to apportion between these three
institutions the surplus of the fund sub-
scribed for the celebration of the
Coronation of Their Majesties King George
V. and QUEEN MARY. In Mr. BOWLEY
the claims of these institutions had an
enthusiastic advocate, and it was his per-
suasive eloquence—his "beautiful language,"
as the Chairman facetiously called it—which
secured for the scheme overwhelming sup-
port. The method of disposing of the surplus
recommended by the Committee did not
lend itself to any striking burst of eloquence.
It could only be pleaded in its favour that
"times are hard," and that with a sum of
\$26,000 in hand, being the surplus of the
fund subscribed for the celebration of the

Coronation, it was thought inadvisable at
some near date to again go round with the
hat for subscriptions for a somewhat similar
fête as a public reception to the Crown
Prince of Germany should His Imperial
Highness, when he comes to China next
Spring, fulfil his original intention of visiting
the Colony of Hongkong. That the general
body of subscribers did not care two straws
what became of the surplus, so long as it
was devoted to some public purpose, is, we
think, shown by the attendance at the
meeting. Out of upwards of a thousand
subscribers only sixty-five appear to have
been sufficiently interested to attend the
meeting, but we may safely assume that the
absentees will have no quarrel with the deci-
sion of the meeting to apportion the money
among the three institutions above named. It
is not that the liquidation of the debts of these
institutions will widely appeal to subscribers
as a suitable memorial to the Coronation,
but rather that nobody has suggested a way
in which a sum of \$26,000 can be expended
with less dissatisfaction. It is all very well
to advocate this distribution of the fund
to emphasise the fact that it was subscribed
in order to celebrate the Coronation, and not
something entirely distinct from that; but
would these institutions have benefitted to
the same extent, we wonder, if the Committee
at the outset had appealed to the public for
subscriptions to liquidate the debts on
these institutions, in consideration of Royal
names being given to rooms in the
buildings, by way of celebrating in a fitting
manner the Coronation of the King? We
doubt very much if the institutions would
have fared so well as they do by the decision
of Tuesday's meeting, for special appeals on
behalf of each have been before the public,
and we suppose the measure of the response
may be regarded as the measure of the public
interest. When all this is considered, it is
seen how much these institutions owe to the
eloquent and ingenious advocacy of their
claims by Mr. BOWLEY. The suggestion of
the CHAIRMAN that the surplus should be
devoted to providing Kowloon with a cottage
hospital found only one supporter, for the
reason that \$26,000 is a wholly inadequate
sum for the purpose, and it would mean
incurring new debts for the community to
pay. Mr. LOCKER spoke against a hasty
disposal of the fund and suggested
that typhoons might come along,
causing distress which the Coronation sur-
plus might fittingly relieve. But inasmuch
as Distress Funds aggregating \$100,000 al-
ready exist in the Colony for this purpose,
the suggestion of the Coronation surplus for
this purpose is persuasive. On the whole,
we think the decision arrived at by the
meeting will create the least dissatisfaction
and will be generally approved chiefly for
that reason. It is true that there are many
other philanthropic or religious institutions
of the Colony which would have welcomed
a share of the "spoils," and have equally as
good a title to it; but, alas! they lacked the
advocate who could show how fittingly the
Coronation would be celebrated by giving
Royal designations to sections of buildings
in return for the liquidation of debts out-
of funds subscribed for a very different
object.

Pyjama suits and white shirts to the value of
\$40 were stolen from the Kowloon Hotel on
Monday.

The police have been informed that two Indian
boys, aged 11 and 9 years of age, have absconded
from their home in Kowloon and stolen \$50
belonging to their father.

Yesterday a bricklayer engaged at Stanley
Terrace overbalanced and fell a distance of 30
feet, fracturing his skull and breaking his ribs.
He died shortly after his admission to the
hospital.

A shopkeeper from 55, Wellington Street was
brought before Mr. Wood at the Magistracy
yesterday charged with having in his possession
15 tins of condensed milk unfit for human
consumption. A fine of \$50 was imposed.

The death occurred suddenly on August 9,
from heart disease, at San Francisco, of Mr.
Peter Robertson, an old resident of Shanghai.
Some thirty-five to forty years ago Mr. Robertson
took a leading part in both acting and writing
for the Amateur Dramatic Society, and was also
the editor of the Shanghai "Puck." Part of Mr.
Robertson's sojourn in the Far East, the N. C.
Daily News says, was passed in business houses
in Shanghai and part in Nagasaki.

Commenting on the purchase of a wharf in
Shanghai by a Japanese firm at a price consid-
erably higher than that offered by another
firm, the Japan Advertiser observes: "The
Japanese are building on the future. To them
it appears there is a golden harvest in the
China market, and both at home and on the
mainland they are keenly alive to all possibilities.
This is as it should be. If the Japanese hesi-
tated to pay a few thousand dollars extra for a
property that ten years hence may be worth
twice the sum, he would not deserve success.
He has every advantage, and is conscious of
being well supported by a Government that will
support all his lawful operations in China; and
undoubtedly this influence weighs very heavily
with the Japanese in his calculations and in-

We regret to learn that the Rev. Father
Monnier, of Nazareth House, Pokfulam, was
knocked down by a motor-car yesterday and is
confined to his bed suffering from injuries to
his head.

The following sums have been voted by the
Society for the Promotion of Christian
Knowledge:—Annual grant of £100 to Dr.
Wair for the hospital at Chuanulpa, in the
diocese of Korea; £100 towards the cost of build-
ing new chapel and classrooms in connection
with St. Paul's College, Hongkong; £100
towards the enlargement of the Girls' School at
Peking in the diocese of North China; and £120
a year for four years, £480 in all, towards the
maintenance of the Pan-Asian Theological
College at Tokyo, on condition of the employ-
ment of a third foreign teacher or professor in
the College.

A meeting is called at Shanghai in connection
with the formation of the China Coast Officers'
Guild. This has been in the air for some time,
and already meetings have taken place regarding
it. Should the Guild be formed, it is under-
stood, says the N. C. Daily News, that it will
have a great many matters to look into on
behalf of the officers. "It is well known that an
agitation has been in progress among those
engaged in the local trade for better conditions.
Two of the points, it is said, that the agitation
touches, is the payment of medical expenses,
while another, and more important probably, is
the question of home leave. What they are
trying to secure is the payment of passages home
and back and half-pay whilst on holiday, which
is not done in many cases in the local services.

The controversy as to whether Mr. Lin Shao-
yang, the author of "A Chinese Appeal to
Christianity Concerning Christian Missions,"
is a Chinese or an Englishman, has evoked a
reply from the publishers, Messrs. Watts &
Co., in which they express the view that the
question is unimportant, and go on to say:—
"The book supplies a much longed-for evidence that
the writer skillfully and out of abundant experi-
ence presents the typical Chinese view of Chris-
tian missions, and that he has dealt with the
subject in a spirit of freedom from religious
prepossessions. In most of our announcements
we have stated that the author is 'resident in
the Far East, who has been a close student of
missions in China for a number of years.' And
the fundamental question is not who wrote the
book, but the accuracy or otherwise of the state-
ments on which the appeal is based."

A collapse took place near the Old Harbour
Office in Des Vaux Road yesterday which for-
tunately was attended with less injury than is
usual on such occasions. The place was occupied
by a tea-house which had removed from another
address and should have opened business yester-
day. All the suspicious occasion, but after
six o'clock yesterday morning the stair from
the ground to the second floor collapsed, bring-
ing down a great portion of the first floor. Some
four or five people were injured and were taken
to the hospital, but no actual loss of life has
been reported. Some visitors in the second floor
were isolated by the collapse of the stairway, but
they ultimately made good their escape by means
of ladders.

HOUSE COLLAPSE.

A collapse took place near the Old Harbour
Office in Des Vaux Road yesterday which for-
tunately was attended with less injury than is
usual on such occasions. The place was occupied
by a tea-house which had removed from another
address and should have opened business yester-
day. All the suspicious occasion, but after
six o'clock yesterday morning the stair from
the ground to the second floor collapsed, bring-
ing down a great portion of the first floor. Some
four or five people were injured and were taken
to the hospital, but no actual loss of life has
been reported. Some visitors in the second floor
were isolated by the collapse of the stairway, but
they ultimately made good their escape by means
of ladders.

SUPREME COURT.

Wednesday, September 6th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR MR. J. H. J.

GOMPERTZ (PUISNE JUDGE).

ACTION FOR FALSE IMPRISONMENT.

The action brought by Lai Chi Chin against
Teig Wong Shi to recover the sum of \$70,000,
damages for wrongful arrest and false imprison-
ment on the 26th February, 1908, was continued.

Hon. Mr. H. E. Pollock, K.C., instructed by
Mr. Hind (of Messrs. Brutton & Hett),
appeared for the plaintiff, and defendant was
represented by Mr. Elton Potter, who was in-
structed by Mr. P. W. Goldring (of Messrs.
Goldring, Barlow & Morrell).

On Tuesday another point of law was raised,
and yesterday morning was devoted to argument
on it, the jurors being discharged until the
afternoon. Mr. Pollock contended that the case
was not one of malicious prosecution, but a case
of false imprisonment. That shifted the onus
of proving want of reasonable and probable
cause on to the defendant, and relieved the
plaintiff of having to prove it.

THE MERCANTILE BANK OF INDIA,
LIMITED.

Mr. F. C. Macdonald, acting manager of the
Hongkong Branch of the Mercantile Bank of
India, received advice by telegram from
the Head Office yesterday that the Board of
Directors have declared an Interim Dividend
at the rate of 3 1/2 per cent. on the "A" and "B"
shares, free of Income Tax.

DROWNED BY HOBBLE SKIRTS.

Women, says the Pall Mall Gazette, will
endure much for the sake of being in the
fashion, but it is not often that they will volun-
tarily run the risk of death in the pursuit of
their ideal. Such, however, has been the case
they did more than run the risk: they were
out in a boat, the boat overturned, and
hobble skirts—drowned them. That is
the brief, unadorned narrative, and that
student of humanity will now watch carefully
for influence in breaking the bonds of tyrant fashion.
Only a police officer threatening dire penalties
can suffice to stop the selfish custom of wearing
long, protruding hobbles prevalent in Berlin;
and that custom damaged other people. The
hobble skirt only affects the wearer.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

TRADES UNIONS CONGRESS.

LONDON, September 6th.

The Trades Unions Congress this afternoon
considered the Parliamentary Committee's
report on the Osborne judgment, and decid-
ed not to accept the Government's Bill
unless it was amended to embody a complete
reversal of the judgment.

LONDON, September 6th.

There were "scenes" at the Trades
Union Congress, when a section protested
against the presence of the Government
representatives, and especially against the
representative of the Home Office, and
against their description on the agenda as
"fraternal delegates."

The speakers affirmed that the congress
should not seek the patronage of a Govern-
ment which had dogged the workers in times
of war, and placed military at the disposal
of the railways.

A motion to suspend the standing orders
and discuss the Parliamentary Committee's
invitation was carried against the protests
of the President by 262 votes to 70, but,
after speeches by the moderate men, the
resolution censuring the proceedings was
lost by a large majority.

GERMAN WORKERS AND PEACE.

LONDON, September 6th.

Reuter's correspondent at Cologne tele-
graphs that the German Workers' Congress
representing numerous Christian, patriotic
and labour unions, has issued a manifesto in
favour of peace but denouncing the Socialist
threat to declare a general strike in the
event of warlike complications as treason to
the Fatherland and a direct incitement to
foreigners to forcibly prevent the develop-
ment of Germany.

RENEWED RIOTING IN FRANCE.

There is a recrudescence of rioting in
France.

Four hundred strikers at Nantes at-
tempted to raid the foundries and came
into collision with the police, with the
result that thirty persons were injured in
the melee.

Gendarmes charged a mob at Halluin
where 25 were injured.

LABOUR UNREST THROUGHOUT
EUROPE.

LONDON, September 6th.

The protracted character of the unrest
among the labouring classes throughout
Europe is attracting the increasing notice
of observers who fear the trouble has not
yet reached its worst.

The trouble is due to the universal in-
crease of prices of foodstuffs in which there
is a shortage owing to the unusual drought
affecting the whole of Europe.

THE LATE ANTI-JEWISH RIOTS IN
WALES.

LONDON, September 6th.

Thirty-eight persons who were concerned
in the anti-Jewish riots in Wales last
month have been sentenced to terms of
imprisonment ranging from twenty-eight
days to three months.

THE HOUSE OF LORDS.

LONDON, September 6th.

Lord Pentland, speaking at Glasgow, said
now that the House of Lords under the new
conditions were in closer touch with the
people than ever before, the public might
rest assured that they would prove equal
to their responsibility and justify their hold
on the public.

STEAMER WRECKED.

THIRTY FIVE LIVES LOST.

LONDON, September 6th.

The Lima steamer "Tucapel" has been
wrecked on the Persian Coast, and thirty-
five lives have been lost.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

FRANCE AND GERMANY.

LONDON, September 6th.

M. Cambon, the French Ambassador at
Berlin, has sent a despatch to M. de Selves,
French Minister for Foreign Affairs,
regarding Monday's interview with the
German Minister for Foreign Affairs.

Optimism prevails in Paris on the subject
on the ground that both France and
Germany are desirous of a speedy settle-
ment. The French newspapers of all
opinions dwell on the magnificence of the
Toulon review, and the importance of the
demonstration in the present circumstances.

Despite the "communiqué" which is re-
garded as a favourable omen opinion in
Berlin regarding a speedy settlement is
apparently not so optimistic as in Paris.

The inspired *Labrunzeiger* in a significant
article declares that German rights in
Morocco must be secured and the mineral
output must be unrestricted and have access
to international markets.

"WAR NERVOUSNESS" IN
GERMANY.

LONDON, September 6th.

Extraordinary nervousness is being shown
in Germany over the Moroccan situation
and has led to a run on the Stettin Savings
Bank. Another instance is at Strasburg,
where wild rumours are in circulation
caused by the declaration that war is mo-
mentarily expected.

A communiqué has been issued at Berlin
which says that the circumstances admit of
the expectations of smoother progress of
negotiations than before the interval.

GERMAN NAVAL REVIEW.

LONDON, September 6th.

The Kiel review was a grand spectacle.
The torpedo boat destroyers and submarines
were a feature of the parade.

THE FRENCH ARMY.

LONDON, September 6th.

The French active army for 1912 shows a
decrease of ten thousand, which is ascribed
to the falling birthrate.

AMERICA AND THE NATIONALISA-
TION OF RAILWAYS.

LONDON, September 6th.

Congress has passed a resolution in
favour of legislation for the nationalisation
of railways.

THE WORLD'S PEACE.

LONDON, September 6th.

A Melbourne message states that the
Governor-General in opening Parliament
referred to the renewal of the Anglo-
Japanese alliance as an additional guarantee
of the world's peace.

LORD KITCHENER.

LONDON, September 6th.

Lord Kitchener embarks on the *Nabia* on
the 16th instant for Egypt.

AN AEROPLANE "STABILISATOR."

LONDON, September 6th.

A French engineer named Moreau has
invented an automatic stabiliser for aero-
planes.

It is claimed that it will maintain a per-
fect balance independent of the aviator.

THE INDIAN RAINFALL.

LONDON, September 6th.

A message from Simla states that there
has been a general rainfall over North India,
which has improved conditions, but anxiety
is still felt in some of the Punjab and Raj-
putana districts.

NEW BISHOP OF BIRMINGHAM.

LONDON, September 6th.

The Rev. H. Russell Wakefield, Dean of
Norwich, has been appointed Bishop of
Birmingham.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

BATTLE IN PERSIA.

LONDON, September 6th.

A Teheran dispatch states that the
Government troops have inflicted a decisive
defeat on Sardar Arashad's force which
consisted mostly of Turcomans.

The battle was fought a few miles east of
Teheran.

Sardar Arashad and three hundred of
his followers, with four guns and rich booty,
have been captured.

Sardar Arashad, who is wounded, will be
executed.

Three Government soldiers have been
killed and four wounded.

The ex-Shah's cause is unlikely to recover
from the blow.

LOCAL SPORT.

ROYAL HONGKONG GOLF CLUB.

The Captain's Cup and Pool were played for
on the 2nd-4th inst. with the following results:—
CAPTAIN'S CUP.

J. Clark	81	1	= 80
F. Bayington	82	18	= 81
R. Bruce	90	8	= 82
G. A. Cooke	92	8	= 84
21 entries			

POOL.

J. Hooper	97	18	= 77
K. M. Cumming	80	18	= 80
F. Bayington	99	18	= 81
20 entries			

INTERPORT SWIMMING.

Commenting on the invitation extended by
Hongkong to Shanghai, for the northern port
to send a swimming team here this month, the
China Press writes:—

Shanghai, it is gratifying to reflect, has re-
ceived an important addition to its roll in
D. E. M. Drummond, winner of the Rowing
Club's Championship, and it is reported
that some of the younger ones of the
International Club's swimmers have shown
remarkable promise this year. The former
interceptors, R. W. MacCabe, D. H. Cooke, C.
W. D. Mayne and T. W. R. Wilson are all still
available for both water polo and swimming.
Prize is also still here for the sprint events,
and additional "probables" are E. Thacher (for
diving), C. H. Rutherford (polo), C. P. Luat (for
polo), and G. A. Rutherford (swimming and polo).
No reply has yet been sent to Hongkong's
invitation, but it is understood in local swimming
circles that it will be accepted.

NEIGHBOURS AT VARIANCE.

Decision was given by Mr. Hazland yester-
day at the Magistracy in the long-drawn-out case
in which Alfred Walters, Chief Engineer of the
French steamer *Charles Laroche*, summoned
Theodore Braun, of the China Sugar Refinery
Co., on charges of assault, killing a chicken,
and using abusive language. The defendant
brought a cross-suit for assault against
Mr. Walters and his wife.

Mr. J. H. Gardiner appeared on behalf of the
original complainant, and Mr. M. Reader
Harris (of Messrs. Wilkinson & Grist) repre-
sented Mr. Braun.

His Worship said:—I propose to deal first with
that portion of the case in which defendant is
charged with killing the chicken maliciously.
The section of our Ordinance No. 32, is taken
word for word from section 41 in the Home Act.
There is no direct evidence how the chicken was
killed, but I would be entitled to draw the infer-
ence that it was caused by the action of defendant
either by treading on it, running the wheel of
the ricksha over it, or by tilting up the hen-
coop which fell on the chicken. There was no
evidence that the act was done maliciously,
nor was his action so directly reckless as
to bring him within the section. My
finding is therefore in favour of defendant
in respect to this point. There is
really only one serious question for me to
decide, viz., the amount of punishment which
should be meted out to complainant for this
very serious assault committed by him. I am
of the opinion, however, that he received the
very greatest provocation. Firstly, I am satis-
fied that the defendant used language of a most
offensive nature to complainant. I refer to the
statement when he used the words "Walters,
if you have anything to say to me you
come down." I am satisfied, these words were
used. Secondly, I am also satisfied that the
first blow was delivered by defendant. I refer
to the blow in which defendant struck complain-
ant on the left temple with his fist. Thirdly, I
am also satisfied that defendant struck Mrs.
Walters. With respect to the imputation used
in committing this assault the complainant was
in no way justified in using such a lethal weapon.
Having regard to the very great provocation
received by him, I propose to treat it as a
common assault, but I feel it my duty to
inflict a heavy fine. As regards defendant
Braun, I record convictions against him for (1)
using abusive language, (2) assaulting com-
plainant, (3) assaulting Mrs. Walters. I don't
propose to inflict any penalty owing to the
serious injury defendant has already received.
With respect to the summons against Mrs.
Walters for assaulting defendant this charge
is not proved and will therefore be dismissed.
I propose to convict complainant Walters of a
month's hard labour. I further order complainant
Walters and defendant Braun each to enter into
a personal bond in the sum of \$200 to be of
good behaviour for twelve months.



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF
IMITATIONS.SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.

As a Rule

you find that the longer
people have used it, the
less inclined they are to
go without it.Calvert's
Tooth PowderThey know—they can tell from
their teeth—how well the denti-
fice does what they want, that
food particles are never allowed
to accumulate round teeth which
are kept so beautifully clean.
Then it contains the antiseptic
properties needed, and it polishes
without scratching the enamel,
and is distinctly pleasant to use.
Your local Chemist or Store
is sure to stock and sell it.
F. C. CALVERT & Co., Manchester, Eng.

487-1



ON SALE.

A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG

DEMAND DRAFTS ON BOMBAY

On the Day Proceeding the Departure of the
English Mails from the Year of the Closing
of the Indian Mints to the Free Coinage of
Silver

FROM 1893 TO 1909;

ALSO

RATES FOR SOVEREIGNS, GOLD
LEAF, BAR SILVER (From 1900),
and other Useful Information.

PRICE: \$1 Cash.

On Sale at the "DAILY PRESS" Office or
Local Bookellers.LORD N HALDANE OTHE
GERMANS.

"PENETRATING EVERYWHERE"

[The following is a summary of the important
and illuminating address delivered recently
by Lord Haldane at Oxford.]It is never easy to make a satisfactory appra-
iation of a country to which one stands in the
relation of a foreigner. Germany, moreover, is
a British people, a people whose traits so like
ours that we are apt to overlook those other
traits in which they are profoundly unlike.Hence arise misinterpretation and disappoint-
ments on both sides of the German Ocean.The racial difference in habit of mind might
be stated thus: The Englishman has less often
than the German formed in his mind an abstract
principle or plan before he moves. This is
the outcome of his characteristic individualism.The practical life of the German of to-day
rests, far more than does that of Britain, on
abstract and theoretical foundations. In German
intellectual development the search for sys-
tem is the cardinal fact. Luther led the uprising
of conscience against the abstract domination of
the Church. He emancipated man's reason, but
he provided no stable basis on which religion
might rest, though, in Herder's words, he gave
Germany not only freedom of thought but also
the means of movement, since he created the
German language by his translation of the
Bible. The emancipation of reason which he
began Lessing and Kant completed. Nothing
henceforth in Germany was taken for granted.And Kant, by making a place for religion where
it could find a firm foundation and base a claim
to authority which science could not shake, made
possible a further great work, that of the
poets and idealists, such as Goethe, who were to
dominate German thought for the first half of
the nineteenth century. These idealists com-
bined the passion for concrete and living reality
with the passion for exhibiting that reality in a
system.

"WITHOUT GOETHE, NO BISMARCK."

System, then, system that has its beginning
and end in concrete life was the intellectual in-
heritance of the German nation from the
philosophers and poets of the early nineteenth
century. Someone once said, "Without Goethe,
no Bismarck." It seems to me that this
saying is true. But the author might have added
that without the great German thinkers there
would have been no Schopenhauer, no Clause-
witz, no Hegel, and no Nietzsche. There is hardly
a chapter in the history of modern Germany that
does not illustrate more thoroughly what has been called
"the wonderful might of thought" than the
capacity it has developed for organisation. An
especially fine illustration is the organisation of
the German military system. It began after the
battle of Jena. Prior to that catastrophe the
German generals had ceased to think. They
had been content to adhere blindly to the tradi-
tions inherited from Frederick the Great. But
these traditions belonged to a system which was
of the past, bound up with the personality of an
almost unique leader—one who could do what
he liked with his Army and had fashioned his
strategy and his tactics and his staff not for all
time but for the special problems of his day.Treitschke, in the pages of his history, tells how
the change came about in the uprising against
Napoleon of 1813. He tells us, first of all, of
the inspiration of Prussia by her statesmen, sol-
diers, thinkers, and poets. He draws the pic-
ture of a nation penetrated by enthusiasm and
determination in every rank and every phase of
life. He describes how the national energy was
directed and organised by great military leaders
like Schopenhauer and Blücher. And then he
tells how a great Army was rapidly created, ap-
parently by the people themselves, with a single
purpose—that of delivering Prussia from the
yoke of the oppressor.The inspiration of the spirit of victory now
passed into a series of diverse writers. The
individual finds his best and highest life as a
citizen in the nation to which he belongs. Gov-
ernment has revealed itself as the dominant
fact.

THE COMING OF SOCIALISM.

Next there came a period in which Germany
gradually turned from idealism to socialism, and
in a less but still marked degree to Socialism.
Her literature became insignificant and her
philosophy lost its hold. But in science she be-
came stronger than ever, and in the faculty of
organisation strongest of all. This was natural.
Nothing so recalls a people to serious practical
purposes as war does, and Prussia had a suc-
cession of wars. They culminated in 1871, and
Bismarck then was free to turn his attention to
industrial and social organisation.Bismarck subordinated economic to national
considerations, and above all to the end of Ger-
man unity. For this purpose he introduced into
the life of the people organisation wherever he
could. In education, in military training, in her
Law, Germany began to stand out more
and more among the nations. A process car-
ried so far was necessarily attended by reaction.
And reaction came in thinkers like Nietzsche
and in the criticisms of the modern spirit in the
narrowness of the type created by that Eton
school system. It is odd to reflect that Eton
and Harrow, institutions which many people
here do not regard as free from grave defects,
have become much thought of in educational
circles in Germany. And why? Not for the
learning they impart, but because in these and
other great schools in England the real rulers
are seen to be the boys themselves, and their
tendency is to produce individually and the
qualities which go to the making of men.It is not an unmixed good to country to be
over-governed, and Germany is still probably
too much governed for that free development of
individuality which is characteristic of life here
and in the United States. But this must not
be taken to mean that the order which prevails
in so many departments of German social life
is not a great advantage to her, and one which
ought as far as possible to be preserved. In
many ways we ourselves are rapidly adopting
German examples, with the modification that
the national habit of mind makes inevitable, not
the national habit of mind makes inevitable, not
only in national insurance but in other direc-
tions. The Teutonic spirit is moving among us,
but moving in a fashion that is on the whole
our own. And on the other hand, Germany is
learning something from us. She is studying
our methods of Colonial development and ap-
plying them. And she is watching our vigorous
local government.

GERMANY'S PROBLEMS.

Moreover, Germany is altering in her habits
of thought and feeling. Professor Windelband
of Heidelberg, one of the best known of modern
historians of philosophy, in a volume of address
published two years ago, points out that the
of the masses has increased and is increasing, so
far as the things of outward and heightened per-
sonal life that can preserve its own spiritual
inwardness. The relation of the individual to
the community is a new problem. The great
question for modern Germany is how the infinite
value of the individual inner life and claims of
the society of which the individual is a member
are to be reconciled.In British democracy is advancing with even
greater strides, but the state of things is not
quite the same. There is a general dispositionto view the people who already possess education
as a class apart. Yet the two democracies have
much in common in vital points, such as
the desire that the State should insist on better
conditions of life for manual workers. The
German Democracy would probably follow its
rulers to war, as would in all probability
the democracy here. But both democracies are
more and more influencing the policy of these
rulers. Neither regards war in any other
light than that of a calamity. A marked
and growing interest in pressing forward
the demand for the solution of social problems
is a guarantee of peace.Mutual suspicions are largely due to mutual
misunderstandings. English politicians must
learn that "reason" and sentimental appeals to
German statesmen provoke distrust. Germans
should recognise that we do not conceal deep-hid-
den plans and selfish schemes under the guise of
obscurity in word and deed. We do not seek
as of set purpose to annex more and more of the
earth in advance of all others. What we have
done in this direction we have done not as the
outcome of any preconceived policy, but because
we were for a long time the only people on the
spot. Germany came to me to have had one
particular piece of ill luck, the misfortune of
being born as a nation a hundred years
late in the world's history.

A PROGRESS THAT CANNOT BE STOPPED.

This fact need not materially hamper her pro-
gress. She is penetrating everywhere and to
the profit of mankind. Nothing is likely to keep
her back, and nothing is so likely to smooth her
path as really frank and open relations in com-
merce, in politics, in society with this country.
No doubt there are difficulties, and one of the
most serious of these is the barrier erected by
the German language, which, as Carlyle said, is
"a frightful dialect for the stupid, the pedant,
and the dullard sort. Only in the hands of the
gifted does it become supremely good."But if Germans narrow in certain respects
so are we English. We provoke the world by
our apparent unconsciousness of the history
character of national institutions. Change is
the order of the day. What will the world be
like a hundred years hence? Can the central
Russian Empire hold together in the face
of the march of civilisation and the progress of
Japan and China? Will not these countries
afford examples which will be followed outside
their own boundaries? Will the German
empire a hundred years hence be anything but
what it is to-day? And how will it be with the
British Empire?Few people suppose that, even if George III.
had not been foolish, the United States would
have remained bound up with us. Some of us
are quite aware that with Canada and the other
Dominions the same difficulty might well arise
unless great care is taken. If Canada, for
example, were to develop eighty millions of
population could we remain with her under any
sort of written or rigid system? Possibly, if
all depends how elastic the system really was,
how light the restraints on government. By
learning to do things as others see them we
may not, perhaps indefinitely, days which
would be inevitable if there were constraint or
lack of intelligence. That is why we shall do
well to study the lesson of how to understand
our neighbours all round, those who speak
English and those who speak German, and so
correct the insular traits of mind.

WEATHER SIGNS.

Mr. F. W. Henkel, F.R.S., in a recent
book on "Weather Science, a popular intro-
duction to Meteorology" (Fisher Unwin) says:—
The varying colors of the sky and of the
clouds have bearings on the probable future
weather conditions. Admiral Fitzroy remarks:
A dark, gloomy, blue sky is windy, but a light,
bright, blue sky indicates fine weather; when
the sky is of a sickly-looking greenish hue,
wind or rain may be expected. The unusual vi-
sibility of distant objects, the outlines of hills
seen sharply defined, distant sounds dis-
tinctly heard, are usually regarded as
signs of coming rain. Doors and win-
dows creak, blue cords snap, and persons
afflicted with rheumatism or with old wounds
and sores complain of more than ordinary pains.Animals in general, whose very existence often
depends on slight changes in the weather, are
especially sensitive and cognizant of approach-
ing storms long before we know of their
coming, or other indications. Some of the
"signs" of rain given us by the lower
creatures, but it is difficult to say what value is to
be attached to such tokens as the following:—"When cats sneeze, it is a sign of rain!"
"When dogs at grass, it will be rainy!"The latter habit is by some authorities stated
to be a medicinal precaution on the part of our
canine friends.The flight of birds, far and wide in fine
weather, and staying near their nests in
uncertain conditions, may in most cases be
considered a reliable indication of the goodness
or badness of weather for the next few days.A disturbed condition of the animal
world generally, the huddling together
together, loud croaking of frogs, chirping of
magpies, crows, sparrows, etc., are all well-
known signs of coming rain. A cloudy, gloomy
day is preferred by the angler, "fishes rising
more than usual at the approach of a storm,"
though we are also told that "they are said (in
some parts) not to bite so well before rain."Bees are also notoriously fine weather animals,
not venturing out when it is likely to be rainy,
in accordance with the lines:"If bees stay at home,
Rain will soon come.
If they fly away,
Fine will be the day."Even more sensitive than animals, the plant
world is full of weather prophets. We have the
well-known pimpernel, or Ponglossium,
Weather-Glass, the sea-weed, whose hygroscopic
properties are often made use of, sensitive
plants whose leaves contract at the approach of
rain, and countless closing of the petals of the
pimpernel are better understood amongst
the Bedfordshire labourers than the in-
dications of any instrument. In fine weather
it opens in the morning (usually from 7 to 8 A.M.),
and closes in the afternoon (2 to 3 P.M.). If it
closes earlier than usual, or fails to open in the
morning, this may be regarded as a sure sign of
approaching rain. "Closed is the pink-eyed
pimpernel."The leaves of many trees curl more or less
when the air is damp. "When the down of the
dandelion contracts, it is a sign of rain;" whilst
we are told coarsely, "When fine weather is
to follow, chickweed expands its leaves boldly
and fully."

PRINCESSES' AEROPLANE FLIGHTS.

Three Royal ladies made flights at Eastchurch
last month on British-made Short biplanes con-
trolled by naval airmen.Lieutenant Gregory took up Princess Henry
of Prussia; Lieutenant Sampson took up Prin-
cess Louise of Baden; Lieutenant Long-
more took up Princess Louise of Battenberg;
more took up Princess Louise of Battenberg;
more took up Princess Louise of Battenberg;
more took up Princess Louise of Battenberg;The machines used were
Lady-in-Waiting. The machines used were
those lent to the Navy by Mr. Maclean.

The flights lasted about 15 minutes.

THE PARLIAMENTARY BILL.

LORD ROSEBURY'S PROTEST.
The Times Parliamentary Correspondent
wrote on the 16th ult.:It is now known that, if the final division on
the Parliamentary Bill had resulted in the defeat
of Lord Rosebury's motion, Lord Lansdowne would
have resigned the Leadership of the Opposition
in the House of Lords on the following
morning.Lord Rosebury has entered a protest against
the Parliamentary Bill in the book kept for the
Journal of the House of Lords. The entry is as
follows:—Die Jovis, 10 August 1911.
Protest against the Parliamentary Bill.
Discontent.1 Because it destroys the balance of the Con-
stitution, and so the Constitution itself.2 Because it deals with the problem of Con-
stitutional revision, not as a great national
responsibility, but as a party measure.3 Because it is destructive and not construc-
tive.4 Because it abrogates the authority of the
House of Lords without substituting anything
for it.5 Because it releases the House of Commons
from all substantial control.6 Because it thus establishes in these realms,
contrary to all the traditions of this country
and the experience of all great Constitutional
powers, a Single-Chamber Government.7 Because it preserves this House in a
nominal existence so as to obscure from the
people of this country the absolute and unre-
strained power of the House of Commons.8 Because it is avowedly brought forward as
a means of carrying a further Constitutional
measure of the first importance without refer-
ring that measure to the people of the United
Kingdom, who have twice expressed their
repugnance to it.9 Because the method of carrying it is
almost as great a strain on the Constitution as
the measure itself.10 Because the whole transaction tends to
bring discredit on our country and its
institutions.ROSEBURY.
The following peers, temporal and spiritual,
have inscribed their names beneath the protest:
Lord Tennyson, Lord Lawrence, Lord Clifford
of Chudleigh, Lord Lytton, the Bishop of
Worcester, the Duke of Wellington, Lord
Montagu of Brandon, the Duke of Devon-
shire, Lord Northbrook, the Bishop of Bangor,
the Bishop of St. Asaph, the Bishop of Ripon,
Lord Newton, and Lord Hindlip.AS SUPPLIED TO THE HOUSE OF
LORDS AND HOUSE OF COMMONS

THORNE'S

OLD VAT

No. 4.

This vat was started by the late Robert Thorne
of Greenock and has been sold as No. 4 since 1851.

SCOTCH WHISKY.

SOLE AGENTS IN

HONGKONG, CHINA & MANILA

A. S. WATSON & Co., Ltd.

1902

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA

NOTICE TO CONSIGNEES.

S.S. "CHIYO MARU."

FROM SAN FRANCISCO, HONOLULU
AND JAPAN PORTS.THE above-named Steamer having arrived,
Consignees of Cargo are hereby notified
to send in their Bills of Lading for Counter-
signatures, and to take immediate delivery of
Cargo from alongside.Cargo remaining undelivered on FRIDAY, the
8th inst., at 5 P.M., will be landed at Consignees'
risk and expense and delivery must then be taken
from Company's Godown.No Fire Insurance whatever will be effected.
No Claims will be recognised after the Goods
have left the Steamer or Godown, and all Goods
remaining undelivered on MONDAY, the 11th
inst., afternoon, will be subject to rent and
landing charges.All stowed and otherwise damaged Cargo to be
left on board or Godown, and examination of
same to be arranged.
All Claims must be filed on or before FRIDAY,
the 8th inst., otherwise they will not be
recognised.K. MATSUDA,
Agent.

Hongkong, 5th September, 1911. [1115]

FROM EUROPE.

THE H.A.L. Steamship

"SUEVIA."

Captain Russak, having arrived, Consignees
of Cargo are hereby informed that their
goods are being landed and placed at their risk
in the hazardous and/or extra-hazardous Gulf
downs of the Hongkong and Kowloon Wharf
and Godown Company, Limited, whence
delivery may be obtained against Bills of
Lading countersigned by the Undersigned.Optional Cargo will be carried on unless
notice to the contrary be given TO-DAY.All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 11th inst. will be subject
to rent.All broken, chafed, and damaged Goods must
be left in the Godowns, where they will be
examined on the 11th inst., at 9.30 A.M.No Fire Insurance will be effected by us in
any case whatever.This Steamer brings on Cargo:
Ex s.s. "Michel" from Bordeaux.
Ex s.s. "Germans" from Göteborg.
Ex s.s. "Eskadama" from Havre.
Ex s.s. "Joh" from Drammen.HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 5th September, 1911. [1116]

VICTOR
GRAMOPHONES

\$25 to \$135.

VICTROLA X

\$175

VICTROLA IX

\$115

ROBINSONS.

1734

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" " PEAK ... 0.75

" " NEW TERRITORY ... 0.75

POWER OF ATTORNEY FORM ... 0.25

MAIL TABLES for 1911 ... 0.30 & 0.20

SHIPPING IN PORT

STEAMERS

CHENAN, British str., 1,350, W. Lloyd Jones,
5th Sept.—Shanghai 31st Aug., General—
Butterfield & Swire.CHONGSHING, British str., 1,250, V. Liddell,
21st Aug.—Tientsin and Ports 15th Aug.,
General—Jardine, Matheson & Co.CHILDA, Norwegian str., 1,102, H. Holchow 3rd
Sept.—Bangkok 26th Aug. & Co.
S. General—Thoresen & Co.CHIYO MARU, Japanese str., 1,347, W. W.
Greene, 5th Sept.—San Francisco 9th
Sept. Mails and General—Toyo Kisen
Kaisha.COWRIE, British str., 1,155, W. Jackson, 2nd
September—San Francisco and Yokohama
24th August, Bulk Oil—Asiatic Petroleum
& Co.CUBONA, Russian str., 2,919, J. Laredo, 5th
Sept.—Singapore 31st Aug., General—
Nippon Yusen Kaisha.DRUPAR, Norwegian str., 1,102, J. Bin, 17th
August—Bangkok 9th and Swatow 16th
August, General—Kin Tay Loon.GERMAN, German str., 1,704, Frandson, 25th
August—Hong Kong 26th August, Coal—
Jensen & Co.GERMANIA, German str., 600, C. Senren, 30th
August—Sydney via Islands 15th Febr.,
General—Siemens & Co.HATCHING, British str., 1,236, W. C. Passmore,
5th Sept.—Swatow 4th Sept., General—
Douglas, Lapraik & Co.HAKATA MARU, Japanese str., 3,870, H. Noma,
10th Sept.—Moji 30th Aug., General—
Nippon Yusen Kaisha.INABA MARU, Japanese str., 3,837, S. Tomina,
10th Sept.—Shanghai 31st August, Coal,
Flour and General—Nippon Yusen Kaisha.KOHCHIANG, German str., 1,292, C. Hoenigsky,
1st September—Bangkok 23rd August,
Rice and Timber—Butterfield & Swire.KUMANG, British str., 3,077, Wheeler, 2nd
Sept.—Calcutta via Penang and Singapore
28th Aug., General—Indo-China S. N. Co.LOONGSANG, German str., 1,093, G. W. G.
Leach, 5th Sept.—Manila 2nd September,
Hemp—Jardine, Matheson & Co.LOOSOK, German str., 1,189, W. Tanager, 3rd
Sept.—Kobeichang and Howrah 2nd Sept.,
Rice and Wood—Butterfield & Swire.MANCHURIA, American str., 8,750, A. Dixon,
28th August—San Francisco 2nd August,
Mails and General—P. M. S. S. Co.MARIE, German str., 1,169, H. Schlicher, 2nd
Sept.—Saigon 30th August, Rice—Jensen
& Co.MEINAM, French str., 4,678, Vidal, 5th Sept.—
Shanghai 29th Aug., General—Messageries
Maritimes.PHROMPEN, British str., 1,056, Jas. Scott,
31st August—Saigon 27th August, Rice
and General—W. Tat Sing.PROTEILAURE, British str., 6,104, D. P. Camp-
bell, 31st August—Victoria 9th August

SHIPPING

ARRIVALS.

AMAL, British str., 4,477, R. Dwyer, 6th Sept.
— Bombay and Singapore 30th August.
General—Carlton & Co.
CAPRI, Italian str., 2,680, P. Figari, 5th Sept.
— Bombay and Singapore 30th August.
General—Carlton & Co.
DAIHO MARU, Japanese str., 2,495, H. Maruyama,
6th Sept.—Tamsui, Amoy and Swatow 5th
Sept., General—Osaka Shosen Kaisha.
JOHANNE, German str., 952, M. Tpland, 6th
Sept.—Swatow 5th Sept., General—Jensen
& Co.
KATUNA, British str., 2,927, G. Lee, 8th
September—Keelung 3rd September, Gen-
eral—Shewan, Tomes & Co.
K WANG, Chinese str., 1,648, Pratt, 5th
September—Shanghai 3rd Sept., General
—C. M. S. N. Co.
LARGO, British str., 2,541, R. E. Kellett,
5th September—Guaymas 2nd August,
Nuts—Eng-Hok Fong.
MANSHU MARU, Japanese str., 2,548, M. Fuji-
bayashi, 5th Sept.—Manila 1st Sept.
North—British str., 3,145, E. Jones, 5th Sept.—
Keelung 3rd Sept., Kerosene oil—Asiatic
Petroleum & Co.
SZECHOW, British str., 1,142, Jones, 5th Sept.
—Hongkong 3rd Sept., Coal—Butterfield
& Swire.
TIANAN, Dutch str., 1,234, S. Olenburger,
6th Sept.—Java ports 29th Aug., General
—Jaya-China Japan Line.
TSURUGIMARU, Japanese str., 2,589, S.
Watanabe, 6th Sept.—Milke 31st August,
Coal—Mitsui Bussan Kaisha.
YATSIUNG, British str., 1,421, E. J. Payne, 6th
Sept.—Java 29th August, Sugar—Jardine,
Matheson & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
6th September.
Hachio, British str., for Swatow.
Hakata Maru, Japanese str., for Singapore.
Potele, British str., for Manila.
Triumph, British str., for Haiphong.
Touphing, British str., for Shanghai.

DEPARTURES.

6th September.
HELLEROPHON, British str., for Kobe.
PONTOON, German str., for Haiphong.
SEATTLE MARU, Japanese str., for Keelung.
SEVIA, German str., for Shanghai.
SUNGKANG, British str., for Hoheow.

SHIPPING REPORT.

The British str. *Katuna* reports: Strong
S.W. wind, rough sea, heavy rain squalls.
The British str. *Largo* reports: Ex-
perienced heavy weather (hazy) passing the Vol-
cano Island.

PASSENGERS

ARRIVED.
Per *Copra*, from Bombay, &c. Mr W. Wing-
ham.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P. M. S. S. Co. str. *Montana* sailed from
San Francisco on the 22nd ultimo en route to
Hongkong, via Honolulu, Yokohama, Kobe,
Nagasaki and Manila, and is due to arrive at
Hongkong on the 22nd inst.
The T. K. K. str. *Tenyo Maru* left San Fran-
cisco on the 6th inst. en route to Hongkong,
via Honolulu, Yokohama, Kobe, Nagasaki and
Shanghai, and is due at this port on or about
the 3rd prox.
THE AUSTRALIAN MAIL.
The E. & A. str. *Albatross* left Manila on
the 6th inst., at 6 a.m., and will arrive here to-
morrow at about 10 a.m.
The I. G. M. str. *Prinz Sigismund* left Sydney
on the 25th ultimo, at 11 a.m., and may be ex-
pected here on or about the 19th inst.
The E. & A. str. *Empire* left Sydney on the
2nd inst. for this port (via Queensland Ports,
Timor and Manila).
THE CANADIAN MAIL.
The C. P. R. Co. str. *Montpelier* arrived at
Shanghai at 1 p.m. on the 31st ultimo, and left
again at 4 p.m. on Monday for Hongkong,
where she is due to arrive at noon to-day.
The C. P. R. Co. str. *Empress of Japan*
arrived Yokohama at 8 a.m. on the 6th inst.,
and left again at 3 p.m. same day for Kobe,
where she is due to arrive at 3 p.m. on the 7th
inst.
THE GERMAN MAIL.
The I. G. M. str. *Gneisenau*, carrying the
German Mails with dates from Berlin of the
9th ultimo, left Singapore on the 3rd inst.,
at 7 a.m., and may be expected here to-day at 10
a.m.
MERCHANT STEAMERS.
The str. *Scott Patrick* left Port Swettenham
on the 31st ultimo, and is expected here to-
day.
The N. D. L. str. *Colony* left Kobe on the
3rd inst., at 7 a.m., and may be expected
here to-day at daylight.
The Philippines Co. str. *Rubi* left Manila on
the 4th inst., and is due here to-day at day-
light.
The I. G. M. str. *Prinz Ludwig* left Foochow
on the 6th inst., at 8 a.m., and may be expected
here to-day at 6 p.m.
The str. *Glenesk* left Singapore on the 2nd
inst., and is expected here to-morrow.
The P. & O. S. N. Co. str. *Palma* left
Singapore for this port on the 4th inst., at 6
a.m., and is due here on the 9th inst., at about
6 a.m.
The N. Y. K. str. *Bingo Maru* (Bombay Line)
left Bombay for this port via Singapore on the
25th ultimo, and is expected here on the 12th
inst.
The American & Manchurian Line steamer
Matopo passed the Suez Canal on the 22nd
ultimo, and is due here on or about the 13th
inst.
The str. *Glenfury* passed the Suez Canal on
the 22nd ultimo, and is due here on or about
the 24th inst.
The T. K. K. str. *Amica Maru* sailed from
Honolulu on the 5th inst., en route to Hong-
kong, via Yokohama, Kobe, Nagasaki and
Shanghai, and is due to arrive at this port on
or about the 26th inst.
The O. E. K. str. *Chicago Maru* left Tacoma
for this port via Japan and Manila on the 19th
ult., and is due here on or about the 27th inst.
The T. K. K. str. *Hongkong Maru* will leave
Yokohama on the 7th inst. for Hongkong.
The T. K. K. str. *Byo Maru* sailed from
Honolulu on the 25th ult., en route to Hong-
kong, via Yokohama, Kobe and Maji, and is due
to arrive here on or about the 29th inst.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	—	G. J. Caldwell	P. & O. S. N. Co.	To-day, at 5 P.M.
LONDON, &c., via USUAL PORTS OF CALL.	DELTA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SABDINIA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	About 20th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	FIRST DULOW	Ger. str.	1 w.	Jago	HAMBURG-AMERIKA LINE	On 16th Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	ALBIA	Ger. str.	k w.	Habel	HAMBURG-AMERIKA LINE	On 15th inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	PREUSSEN	Ger. str.	k w.	Weyhausen	HAMBURG-AMERIKA LINE	On 20th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	REINISFELS	Ger. str.	k w.	Rassau	HAMBURG-AMERIKA LINE	On 2nd Oct.
HAVRE, BREMEN & HAMBURG, &c.	SEVIA	Ger. str.	k w.	Eckhorn	HAMBURG-AMERIKA LINE	On 13th Oct.
HAVRE & HAMBURG	SENEGAMBIA	Ger. str.	k w.	K. Kawara	HAMBURG-AMERIKA LINE	On 27th Oct.
COPENHAGEN & BALTIC PORTS.	YEDDO	Swed. str.	—	K. Kawara	OLDF WIK & CO., LTD.	About 16th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TANGO MARU	Jap. str.	—	Sommer	NIPPON YUSEN KAISHA	On 13th inst., at D'light.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	—	P. von Binzer	NIPPON YUSEN KAISHA	On 27th inst., at D'light.
NAPLES GENOA ALGIERA, GIBRALTAR & SOUTHAMPTON	PRINZ LUDWIG	Ger. str.	—	R. Dannecker	MELCHERS & CO.	To-day, at 10 A.M.
TRIESTE, &c., via SINGAPORE, &c.	VORWAERTS	Aus. str.	—	S. Tomianga	SANDER, WIELER & CO.	On 27th inst.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	ROBERTA	Am. str.	—	G. B. McGill	SHAW, TOMES & CO.	To-morrow, at Daylight.
BOSTON & NEW YORK	ROBERTA	Am. str.	—	A. Dixon	ARNHOLD, KARBURG & CO.	On 15th inst.
VICTORIA, C.B. & TACOMA VIA KEELUNG & JAPAN	CHICAGO	Jap. str.	—	W. W. Greene	OSAKA SHOSHEN KAISHA	On 3rd Oct., at 11 A.M.
VICTORIA, B.C. & TACOMA VIA KEELUNG, SOHAI, &c.	CHICAGO	Jap. str.	—	W. W. Greene	OSAKA SHOSHEN KAISHA	On 12th inst., at 4 P.M.
VICTORIA, B.C. & TACOMA VIA KEELUNG, SOHAI, &c.	CHICAGO	Jap. str.	—	W. W. Greene	OSAKA SHOSHEN KAISHA	On 12th inst., at 11 A.M.
VANCOUVER, B.C. SEATTLE & PORTLAND, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	W. W. Greene	CANADIAN PACIFIC R. CO.	On 23rd inst., at 6 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	KUMERIK	Brit. str.	2 m.	W. W. Greene	THE BANK LINE, LIMITED	On 3rd Oct.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	W. W. Greene	CANADIAN PACIFIC R. CO.	On 14th Oct., at Noon.
SAN FRANCISCO VIA KEELUNG, SHAI & JAPAN, &c.	MANCHURIA	Am. str.	—	W. W. Greene	PACIFIC MAIL S.S. CO.	To-morrow.
SAN FRANCISCO VIA KEELUNG, SHAI & JAPAN, &c.	CHITTO MARU	Jap. str.	—	W. W. Greene	TOYO KAISEN KAISHA	On 15th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PERIA	Ger. str.	—	W. W. Greene	PACIFIC MAIL S.S. CO.	On 20th Oct., at 1 P.M.
AUSTRALIAN PORTS VIA MANILA	COLEMAN	Jap. str.	—	W. W. Greene	MELCHERS & CO.	On 9th inst., at D'light.
KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 29th inst., at Noon.
KOBE & YOKOHAMA	MISHIMA MARU	Jap. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
JAPAN	TUTAKOHE	Dut. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
MEXICAN, PERUVIAN & CHILEAN & JAPAN	BUYO MARU	Jap. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
WEIHAWEI, CHEFOO & TIENTSIN	HUICHOW	Brit. str.	1 m.	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
CHEFOO & NEWCHWANG	NANCHANG	Brit. str.	1 m.	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
NINGPO & CHINGKIANG	KALGAN	Brit. str.	1 m.	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
HANGHAI, NAGASAKI, KOBE & YOKOHAMA	SEIBENAU	Ger. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
SHANGHAI	TUNGSHING	Brit. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHENAN	Brit. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
SHANGHAI	PAUMA	Brit. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
SHANGHAI	LIANAN	Brit. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
SHANGHAI MOJI & KOBE	KWONGSANG	Brit. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
SHANGHAI	BINGO MARU	Jap. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
SHANGHAI	ASATE	Brit. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	SENEGAMBIA	Ger. str.	k w.	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	DELHI	Brit. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
SHANGHAI	CANTON	Swed. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
TAMSHI VIA SWATOW & AMOY	TUPANAS	Jap. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
POOCHOW VIA SWATOW & AMOY	DAIJI MARU	Jap. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
SWATOW, AMOY & FOOCHOW	CHOSHEN MARU	Jap. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
SWATOW, AMOY & FOOCHOW	HAIZAN	Brit. str.	2 h.	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
SWATOW, AMOY & FOOCHOW	HAIXANG	Brit. str.	2 h.	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
MANILA	LOONGSANG	Brit. str.	2 h.	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
MANILA, CEBU & ILOILO	RUBI	Am. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
MANILA, CEBU & ILOILO	KAIPONG	Brit. str.	1 m.	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
MANILA, CEBU & ILOILO	YUENSANG	Brit. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG	CARLIS	Am. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
BOMBAY VIA SINGAPORE & COLOMBO	CAPRI	Am. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.	CEYLON MARU	Jap. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
HOHOW & HAIPHONG	TIKINI	Dut. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	SINGAN	Brit. str.	1 m.	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
SINGAPORE, SAMARANG & SOURABAYA	KUNSAH	Brit. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
SANDAKAN	YATSHING	Brit. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
KUDAT & SANDAKAN	MAUSANG	Brit. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
KWANG CHOW WANG & HAIPHONG	BORNEO	Ger. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
	SI-KIANG	Frans. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 14th inst., at Noon.

PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD, BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP DISPLACEMENT.

"GOEBEN" 17,000 tons ON FEBRUARY 6th.

"DERFFLINGER" 17,300 " ON FEBRUARY 21st.

"PRINZ EITEL FRIEDRICH" 16,000 " ON MARCH 5th.

"YORCK" 17,000 " ON MARCH 20th.

"PRINZESS ALICE" 20,300 " ON APRIL 2nd.

"LUETZOW" 17,300 " ON APRIL 17th.

"KLEIST" 17,000 " ON APRIL 30th.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERA, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken).

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 1st September, 1911. [1037]

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL

Lines.

FOR STEAMERS TONS TO SAIL.

NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG "PRINZ LUDWIG" 18,300 (Friday, 9th Sept., at 10 A.M.)

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA "GNEISENAU" 16,000 (Thursday, 7th Sept., at 10 A.M.)

MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE "COLEMAN" 6,750 (9th Sept., at Daylight)

KOBE and YOKOHAMA "PRINZ SIGISMUND" 6,000 (19th Sept., at Daylight)

KUDAT and SANDAKAN "BORNEO" 5,000 (Middle of Sept.)

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 5th September, 1911. 5

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS DATE OF SAILINGS.

COPENHAGEN & BALTIC PORTS "YEDDO" About 16th Sept.

SHANGHAI, YOKOHAMA, KOBE & MOJI "CANTON" About 17th October.

For Freight and Further Particulars, apply to

OLDF WIK & CO., CHINA AGENCIES, AKTIEBOLAG.

45 YORK BUILDINGS TOP FLOOR

PHILIPPINES S.S. CO.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE

RUBI 4000 S. Crosby Manila, Cebu & Iloilo On 9th Sept., 4 P.M.

ZAFIRO 4000 M. C. Smith Manila, Cebu & Iloilo On 20th Sept., 4 P.M.

For Freight or Passage, apply to

SHAW, TOMES & Co., General Managers.

Hongkong, 31st August, 1911. PHILIPPINES S.S. Co. [13]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

From Hongkong. "EMPRESS OF JAPAN" SAT., 23rd Sept. "MONTEAGLE" SATURDAY, 14th Oct.

From Quebec. "EMPRESS OF IRELAND" FRI., 20th Oct.

From St. John. "EMPRESS OF INDIA" SAT., 4th Nov. "EMPRESS OF BRITAIN" FRI., 1st Dec.

From Seattle. "EMPRESS OF JAPAN" SAT., 2nd Dec. "EMPRESS OF BRITAIN" FRI., 29th Dec.

Steamships leave HONGKONG at 5 P.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, sailing at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class \$71.10

Intermediate on Steamers \$43.00

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

HONGKONG-BOSTON & NEW YORK.



AMERICAN ASIATIC S.S. CO.

For BOSTON and NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to call at the Malabar Coast.)

"KATUNA," TO-MORROW, 8th Sept., at Daylight.

For freight and further information apply to—

SHAW, TOMES & Co., General Agents.

Hongkong, 7th September, 1911. [1037]

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI," Captain Figari, will be despatched as above on MONDAY, the 11th September, at Noon. For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 1st September, 1911. [4]

THE AMERICAN AND ORIENTAL LINE.

For BOSTON and NEW YORK. (With Liberty to Call at the Malabar Coast)

THE Steamship

"ROSEBIC," Will be despatched for the above Ports FRIDAY, the 15th September. For Freight and Passage, apply to

ARNHOLD, KARBURG & Co., General Agents.

Hongkong, 22nd August, 1911. [1059]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DELTA," Captain E. P. Martin, R.N.R. carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 16th Sept., 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co's s.s. "MOOLTAN," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "EXETER," due in London on the 29th Oct., 1911.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 4th September, 1911. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIEDRICHSTADT (DIREKT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"VORWAERTS" Capt. Dannecker, will be despatched as above on WEDNESDAY, 27th Sept.

This Steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Princes Buildings.

Hongkong, 28th August, 1911. [13]

ON SALE.

RAIL TABLES FOR 1911.

Shows the dates of departure of the Mails to Europe, America, and the dates of their expected arrival as well as their destinations, of the dates of return Mails.

Mounted on Card 30 Cents.

On Paper 20 "

On Sale at the Hongkong Daily Press Office.

Hongkong, 6th February, 1911.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP	SOOTHA	5 P.M.	Freight only.
VIA SINGAPORE, P.E.	Capt. G. J. Caldwell	7th Sept.	Freight and Passage.
NANG, COLOMBO, PORT SAID and MARSEILLES	Capt. C. C. Talbot	20th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	Capt. H. W. A. Clark	10th Sept.	Freight only.
LONDON via USUAL PORTS	DELTA	Noon	See Special of Call
OF CALL	Capt. E. P. Martin	15th Sept.	Advertisement
SHANGHAI	ASSAYE	About	Freight and Passage.
	Capt. G. W. Cockman	14th Sept.	Freight and Passage.
	DELHI	About	Freight and Passage.
	Capt. H. S. Bradshaw	23rd Sept.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 7th September, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHENAN"	On 7th Sept. 11 light.
NINGPO and CHINKIANG	"KALGAN"	On 9th Sept. 4 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 13th Sept. Daylight.
SHANGHAI	"LINAN"	On 14th Sept. Daylight.
CHEFOO and NEWCHANG	"NANCHANG"	On 12th Sept. 4 P.M.
MANILA, CEBU and ILOILO	"KATONG"	On 12th Sept. 4 P.M.
WEIHAWEI, CHEFOO and TIENSIN	"HUICHOW"	On 19th Sept. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans Stated; Extra Staterooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINUIA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES: SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th September, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	WED'DAY, 7th Sept., at 1 P.M.
"HAITAN"	Capt. J. S. Roach	MONDAY, 11th Sept., at 1 P.M.
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 15th Sept., at 1 P.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIYANG"	Capt. J. W. Evans	TUESDAY, 12th Sept., at 1 P.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 7th September, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"TUNGSHING"	Thursday, 7th Sept. 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Friday 8th Sept. Noon.
MANILA	"LOONGSANG"	Saturday, 9th Sept. 2 P.M.
SHANGHAI	"KWONGSANG"	Tuesday, 12th Sept. Noon.
SINGAPORE, PENANG & CALCUTTA	"YATSHING"	Tuesday, 12th Sept. Noon.
MANILA	"YUENSANG"	Saturday, 16th Sept. 2 P.M.
SANDAKAN	"MAUSANG"	Monday, 18th Sept. Noon.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KITSANG", "NANSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and return via Kobe (Inland Sea) and Moji to Hong Kong. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yargaze Ports, Tsingtau, Weihaiwei, Chefoo, Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Kndat, Fadah, Datin, Simporna, Two Sukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.

Hongkong, 7th September, 1911.

HAMBURG-AMERICA LINIE

DEUTSCHE DAMPSCHIFFARTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:	FOR HAVRE & HAMBURG:
S.S. SENEGAMBIA ... 20th Sept.	S.S. ALESIA ... 15th Sept.
S.S. BAYERN ... 6th Oct.	FOR HAVRE, ROTTERDAM & HAMBURG:
S.S. ARCADIA ... 18th Oct.	S.S. PREUSSEN ... 20th Sept.
S.S. SLAVONIA ... 3rd Nov.	FOR HAVRE & HAMBURG:
S.S. SCANDIA ... 16th Nov.	S.S. RHEINFELS ... 2nd Oct.
S.S. SPEZIA ... 2nd Dec.	FOR HAVRE, BREMEN & HAMBURG:
	S.S. SUEVIA ... 15th Oct.
	FOR ROTTERDAM & HAMBURG:
	S.S. FURST BULOW ... 16th Oct.
	FOR HAVRE & HAMBURG:
	S.S. SENEGAMBIA ... 27th Oct.

For Further Particulars, apply to—

HAMBURG-AMERICA LINIE,
Hongkong Office.

Hongkong, 4th September, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
CHIYO MARU	21,000	W. W. Greene	FRIDAY 15th Sept. at Noon.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY 6th Oct. at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY 13th Oct. at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY 3rd Nov. at Noon.

† Triple Screws, turbine engines. * Twin Screws.
All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 15th SEPTEMBER, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	TONS	DATE OF SAILING
BUYO MARU	10,500	SATURDAY, 14th October, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th February, at Noon.

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th October, at Noon.

FARES FROM HONGKONG:

To LONDON	£71.100.
To VALPARAISO	Yen 570.00.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:

TO EUROPEAN PORTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS.—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS.—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21 1/2 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	TANGO MARU Capt. K. Kawara	8,000	WEDNESDAY 13th Sept. at Daylight.
	KAMO MARU Capt. F. L. Sommer	9,000	WEDNESDAY 27th Sept. at Daylight.
	AKI MARU Capt. K. Honma	7,000	WEDNESDAY 11th Oct. at Daylight.
VICTORIA, P.C. & SEATTLE	SADO MARU Capt. J. Richards	7,000	SATURDAY 7th Oct. from KOB.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	INABA MARU Capt. S. Tomiura	7,000	TUESDAY 12th Sept. at 4 P.M.
	TAMBA MARU Capt. K. Noda	7,000	TUESDAY 10th Oct. at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	5,900	FRIDAY 29th Sept. at Noon.
	KUMANO MARU Capt. M. Winckler	7,000	FRIDAY 27th Oct. at Noon.
SHANGHAI, MOJI and KOBE	BINGO MARU Capt. K. Soryda	7,000	WEDNESDAY 13th Sept.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winckler	6,000	WEDNESDAY 27th Sept. at Noon.
KOBE and YOKOHAMA	MISHIMA MARU Capt. A. E. Moses	9,000	THURSDAY 14th Sept. at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Tozawa	6,000	TUESDAY 19th Sept.

Omitting Keelung and Shimizu.
Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

NEW LINE OF STEAMERS

BETWEEN

KOBE AND CALCUTTA.

Regular Service (once in every 18 days)

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG and RANGOON.

The First Steamer to sail from Hongkong:—

"JINSEN MARU," Tons 3,782, ON SEPTEMBER 26th.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS

Yokohama Return. Kobe Return. Moji Return. — Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

1061—14—40]

T. KUSUMOTO, MANAGER.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking

cargo on through Bills of Lading to all Overland Common Points

in the U.S.A. and Canada, also to the principal ports in Mexico,

Central and South America.

FOR	STEAMERS	TONS (GROSS REG.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct. at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"MEXICO MARU"	6,064	SATURDAY, 16th Sept. at 11 A.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Oct. at 11 A.M.

The Co's Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Perols. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMUI via SWATOW, and AMOY	"DAIGI MARU"	SUNDAY, 10th Sept. at 10 A.M.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WED'DAY, 13th Sept. at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local

Branch Office, at Second Floor, No. 1, Queen's Buildings

772-773]

S. HIROI,
MANAGER

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM:

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalane.

(1st and 2nd Classes) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 13th Sept., 1911, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co's AGENT.

2

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON		Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	February 3	MANTUA	11000	March 2	March 8
HIMALAYA	7000	February 17	MACEDONIA	10500	March 16	March 22
DELHI	8000	March 2	MOREA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DEVANHA	8000	March 30	MOLDAVIA	11000	April 27	May 3
DELTA	8000	April 13	MALAJA	12500	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May 31
DELHI	8000	May 11	MALWA	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of S.S. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE. £106.14 RETURN.

2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

HONGKONG				LONDON			
		Tonnage	about			about	
NYANZA	...	7000	February	7	March	19	22
NILE	...	7000	March	6	April	29	29
NUBIA	...	6000	April	3	May	17	17
SUMATRA	...	5000	April	17	May	31	31
NAMUR	...	7000	May	1	June	14	14
PALAWAN	...	5000	May	29	June	29	29
BOHNEO	...	7000	June	12	July	27	27
SYRIA	...	7000	June	25	August	10	10
NOBE	...	7000	June	25	August	20	20

PET. WILH. KROMMES ELBERFELD.

SILK RIBBONS,
IMITATION SILK RIBBONS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 1st September, 1911.

C. G. BODEN & SOHNE,

GROSSROHRSDORF, i. sa.

BRACES AND BELTS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 1st September, 1911.

Hoehl

Extra Dry

goût américain

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 1st September, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The attention of the public is drawn to page 10, para 25, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The *German Mail*, with the German Mail, left Singapore on Sunday, the 3rd inst., at 7 a.m., and may be expected here on or about Thursday, the 7th inst., at 10 a.m.

FOR	PER	DATE
Manila	Taking Mail for Cebu and Iloilo	Thursday, 7th, 8.00 A.M.
Kodang, Shanghai, Moji, Kobe, Yokohama, Victoria, Vancouver, B.C., Seattle, Tacoma and Portland	Switzerland	Thursday, 7th, 11.00 A.M.
Swatow, Amoy and Foochow	Switzerland	Thursday, 7th, 1.15 P.M.
Manila	Switzerland	Thursday, 7th, 2.00 P.M.
Shanghai	Switzerland	Thursday, 7th, 3.00 P.M.
Singapore	Switzerland	Thursday, 7th, 5.00 P.M.

EUROPE, &c., INDIA VIA TUTICORIN	Printed Matter and Samples	Friday, 8th, 9.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Registration	Friday, 8th, 10.00 A.M.
	Registration with late fee of 10 cents up to 11.00 A.M.	Friday, 8th, 10.00 A.M.
	Registration Kowloon B.O.	Friday, 8th, 9.30 A.M.
	No late fee	Friday, 8th, 9.00 A.M.
	Letters	Friday, 8th, 10.00 A.M.
	Letters	Friday, 8th, 1.15 P.M.

Singapore, Penang and Calcutta	Kumgang	Friday, 8th, 10.00 A.M.
Manila	Sui Tai	Friday, 8th, 1.15 P.M.
Koror, Yap, Ulithi, Saipan, Truk, Ponape, Rukate, Jaluit, Nauru, Iloilo, Sydney, Hobart, Launceston, New Zealand, and Dunedin	German	Friday, 8th, 4.00 P.M.
Tamor	Trinidad	Friday, 8th, 5.00 P.M.
Manila (Taking mails for Cebu and Iloilo)	Golden	Friday, 8th, 5.00 P.M.
Manila (Taking mails for Cebu and Iloilo)	Loongang	Saturday, 9th, 1.00 P.M.
Manila	Sui Tai	Saturday, 9th, 1.15 P.M.
Cebu and Newchwang	Nanchang	Saturday, 9th, 3.00 P.M.
Manila, Cebu and Iloilo	Rubi	Saturday, 9th, 3.00 P.M.
Amoy and Shanghai	Typhoon	Saturday, 9th, 4.00 P.M.
Shanghai	Linan	Saturday, 9th, 5.00 P.M.
	Registration	Saturday, 9th, 5.00 P.M.
	Letters	Saturday, 9th, 6.00 P.M.
Swatow, Amoy and Foochow	Haitan	Monday, 11th, 11.00 A.M.
Singapore, Penang and Bombay	Capri	Monday, 11th, 11.00 A.M.
Shanghai	Kewang	Tuesday, 12th, 10.00 A.M.
Singapore, Samarang and Sourabaya	Typhoon	Tuesday, 12th, 10.00 A.M.
Batavia, Cheribon, Samarang and Sourabaya	Typhoon	Tuesday, 12th, 10.00 A.M.

EUROPE, &c., INDIA VIA TUTICORIN	Printed Matter and Samples	Friday, 8th, 9.00 A.M.
(Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.)	Registration	Friday, 8th, 10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Registration with late fee of 10 cents up to 10.45 A.M.	Friday, 8th, 10.00 A.M.
	Registration Kowloon B.O.	Friday, 8th, 9.30 A.M.
	No late fee	Friday, 8th, 9.00 A.M.
	Letters	Friday, 8th, 10.00 A.M.
	Letters	Friday, 8th, 1.15 P.M.

Swatow	Haiyang	Tuesday, 12th, 1.00 P.M.
Manila, Cebu and Iloilo	Kaifong	Tuesday, 12th, 3.00 P.M.
KRELLING, SHANGHAI, MOJI, KOBE, YOKOHAMA, KAICHI, SHIMIZU, YOKOHAMA, VICTORIA AND SEATTLE	Inaba Maru	Tuesday, 12th, 3.00 P.M.
Singapore, Penang and Colombo	Tango Maru	Tuesday, 12th, 5.00 P.M.
Manila, Cebu and Iloilo	Large Lar	Wednesday, 13th, 4.00 P.M.
Swatow, Amoy and Foochow	Haiyang	Friday, 15th, Noon.
EUROPE, &c., INDIA VIA TUTICORIN	Delta	Saturday, 16th, 1.00 P.M.
(Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Parcel Mail will be closed on Friday 15th inst., at 5 P.M.		
Manila (Taking Mails for Cebu and Iloilo)	Yuenang	Saturday, 16th, 1.00 P.M.

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

September 6th.

ON LONDON:—	Telegraphic Transfer	194
	Bank Bills, on demand	194
	Bank Bills, at 30 days sight	194
	Bank Bills, at 4 months sight	194
	Credits, at 4 months sight	110
	Documentary Bills 4 months' sight	10
ON PARIS:—	Bank Bills, on demand	227
	Credits, at 4 months sight	231
ON GERMANY:—	On demand	184
ON NEW YORK:—	Bank Bills, on demand	43
	Credits, at 60 days sight	44
ON BOMBAY:—	Telegraphic Transfer	134
	Bank, on demand	134
ON CALCUTTA:—	Telegraphic Transfer	134
	Bank, on demand	134
ON SHANGHAI:—	Bank, at sight	75
	Private, 50 days sight	76
ON YOKOHAMA:—	On demand	88
ON MANILA:—	On demand—Peso	88
ON SINGAPORE:—	On demand	76
ON BATAVIA:—	On demand	103
ON HAIPHONG:—	On demand	103
ON SAIGON:—	On demand	103
ON BANGKOK:—	On demand	83
SOVEREIGNS, Bank's Buying Rate		\$11.05
GOLD LEAF, 100 fine, per tola		\$57.70
BAR SILVER, per oz.		24 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$5.50 discount.
Chinese	10	\$5.50
Hongkong	10	\$5.50
Hongkong	10	\$5.50

SHARE LIST—QUOTATIONS. HONGKONG, SEPTEMBER 6TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$837 1/2
China Borneo Company, Limited	60,000	\$12	all	\$103, sellers
China Light and Power Company, Limited	50,000	\$5	all	\$1.55
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$82
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 50.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5 1/2, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 42 1/2
Loon-Kung-Hong Co. Spinning Co., Ltd.	8,000	Tls. 100	all	Tls. 50.
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 23.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$24, sellers
DOCK AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$49 1/2, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$51 1/2, sal. & sel.
New Ancey Dock Co., Limited	10,000	\$50	all	\$5, sellers
Shanghai Dock and Engineering Co., Ltd.	55,000	Tls. 100	all	Tls. 53, buyers
Shanghai and Hongkong Wharf Co., Ltd.	40,000	Tls. 100	all	\$35 1/2, buyers
Green Island Cement Co., Limited	7,000	\$10	all	\$20
Hongkong and China Gas Co., Limited	40,000	\$10	all	\$21 1/2, buyers
Hongkong Electric Co., Limited	12,000	\$50	all	\$119, buyers
Hongkong Hotel Company, Limited	8,000	\$50	\$25	\$73, buyers
Manila Motopole Hotel Limited	15,000	Ps. 10	all	\$11
Hongkong Ice Company, Limited	50,000	\$25	all	\$170, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$18, sales
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$7, sales
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$204, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$125 1/2
China Traders Insurance Co., Limited	8,000	\$83.33	\$25	\$105.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$360
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 160, sellers
Union Insurance Society, Limited	12,000	\$250	\$100	\$817 1/2, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$225, bn. @
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$100, sales
Hampden Estate and Finance Co., Ltd.	150,000	\$10	all	\$73
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$25	\$23
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 92
West Point Building Co., Limited	12,500	\$50	all	\$45, buyers
MINING.				
Société Française des Charbonnages du Tonkin	16,000	Fos. 250	all	\$700.
Raub Australian Gold Mining Co., Ltd.	230,000	\$1	all	\$2.65, sales
Peak Tramways Co., Limited	25,000	\$10	all	\$12
Philippine Co., Limited	50,000	\$10	\$1	\$1.00, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$147, sellers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$36, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$103, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$21
Hongkong, Canton & Macao S.S. Co., Ltd.	60,000	\$15	all	\$28 1/2, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 def.	\$5	all	\$65 1/2, L'don.
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	7 1/2, sellers
Star Ferry Company, Limited	10,000	\$10	\$5	\$26 1/2
South China Morning Post, Limited	10,000	\$10	\$5	\$25
Steam Laundry Company, Limited	6,000	\$25	all	\$5, buyers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4
Watkins, Limited	10,000	\$10	all	\$2, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$5 1/2, buyers
Weissmann, Limited	3,000	\$10	all	\$12, buyers
H. Price & Co., Ltd.	15,000	\$10	\$4	\$10.
United Asbestos Oriental Agency, Limited	9,900 def.	\$10	all	\$300.
Union Waterboat Co., Limited	100,000	\$10	all	\$7
RUBBER.				
Para Rubber in London	Daily Wire			4/9 per lb. firm.
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 761,200	Tls. 250	7 1/2 p. annum	Par.
				VERNON & SMYTH, Share-Brokers.

WILLIAM C. JACK & CO., LTD.

ELECTRICAL AND MECHANICAL ENGINEERS, GOVERNMENT CONTRACTORS

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ALL ELECTRICAL SUPPLIES.

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KEROSENE OIL ENGINES AND PUMPS.

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MARINE BEARING METALS, &c., &c.

Hall's Washable Distemper, Blake Pumps, Boiler Fluids, Roofings, Asbestos, Oregon Pine Lumber, "OSRAM" Electric Lamps, &c., &c.

THE CIGARETTES OF DISTINCTION Bouton Rouge and Felucca



A LUXURY TO
THE MAN
OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



THE NESTLÉ & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.

Another Famous Product on the above Company is its

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**STERILIZED
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A trial of which will satisfy you of its
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PRICE:

20 Cents Per Tin
\$2.50 Per Doz. Tins.
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CHEONG TEE, Queen's Road Central.
MAN YUEN, Queen's Road East.
NAM HING LOONG, Queen's Road Central.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY,
11, Caine Road.

CLARETS, SHERRIES, PORTS, HOCKS and MOSELLES.

Our Clarets, Sherries, Ports, Hocks and Moselles are imported direct from the most well-known Wine Growers, for whom we are Sole Agents.

We are thus not only able to compete with other Brands on the Market, but to increase our Sale year after year.

Our Qualities are Right.

Our Prices are Right.

H. PRICE & CO., LTD.,

WINE MERCHANTS,

12, QUEEN'S ROAD, CENTRAL.

FORTHCOMING EVENTS.

Saturday, 23rd Sept.—Ordinary General Meeting of Douglas, Laprak & Co., Ltd., Noon.

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years

FROM 1874 TO 1909.

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OPIUM.

August 28th.

Malwa New	42,775/2,325 per picul.
Malwa Old	42,850/2,900 "
Malwa Older	42,950/3,000 "
Malwa V. Old	43,050/3,100 "
Persian fine quality	43,150 "
Persian extra fine	43,250 "
Patna New	43,350 per chest
Patna Old	43,450 "
Benares New	43,550 "
Benares Old	43,650 "

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